

Attachment One

Integration of Performance Measures into the Corpus Christi MPO FY 2019 – FY 2022 Transportation Improvement Program

Introduction

Moving Ahead in the 21st Century (MAP-21) directs the U. S. Secretary of Transportation to promulgate rules to establish performance measures and standards for the National Highway System (NHS), the Highway Safety Improvement Program (HSIP), the Congestion Mitigation and Air Quality Program (CMAQ), and national freight movement on the Interstate System and requires States to:

- Establish performance targets for the new National Performance Measure Rules (PMs) on Safety (PM 1), Pavement/Bridge Conditions (PM 2), and System Performance/Freight/CMAQ (PM 3).
- Report on the condition and performance of the NHS.
- Show progress in achieving performance targets.

The Corpus Christi Metropolitan Planning Organization (MPO) adopted State's performance targets for PM 1, PM 2, and PM 3. Currently the MPO is developing the 2020 – 2045 Metropolitan Transportation Plan (MTP) utilizing a performance-based planning process with an emphasis on project selection by incorporating specific performance measures pertaining to System Reliability (Preservation), Safety, Multi-modal Use & Opportunity, and Stewardship into the project ranking and prioritization process.

Safety (PM 1): adopted in February 2019

Under MAP-21, States are required to set annual safety performance targets. The annual measures States set targets for include:

- Number of fatalities (The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year).
- Rate of fatalities per 100 million vehicle miles traveled (VMT) (The ratio of total number of fatalities to the number of vehicle miles traveled (VMT expressed in 100 Million VMT) in a calendar year).
- Number of serious injuries (The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year).
- Rate of serious injuries per 100 million VMT (The ratio of total number of serious injuries to the number of VMT (VMT expressed in 100 Million VMT) in a calendar year).
- Number of non-motorized fatalities and number of non-motorized serious injuries combined (The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year).

These statewide targets are:

2019 Safety Targets	Number of Fatalities	Rate of Fatalities	Number of Serious Injuries	Serious Injury Rate	Number of Non-Motorized Fatalities and Serious Injuries
2015	3,582	1.39	17,110	6.63	2,036
2016	3,776	1.39	17,602	6.49	2,301
2017	3,726	1.36	17,546	6.39	2,148
2018	3,891	1.46	18,130	6.64	2,309
2019	3,980	1.47	18,367	6.60	2,394
2019 Target as a 5-year Average:	3,791.0	1.414	17,751.0	6.550	2,237.6

Bridge/Pavement Condition Targets (PM 2): adopted in November 2018

The MPO's performance measures for PM2 are as follows:

1. Performance Measure Rule 2 (PM2)

- **Pavement Condition**
 - Percentage of Interstate Highway (IH) pavement in "Good" condition
 - Percentage of IH pavement in "Poor" condition
 - Percentage of non-IH NHS pavement in "Good" condition
 - Percentage of non-IH NHS pavement in "Poor" condition
- **Bridge Condition**
 - Percentage of NHS bridge deck area in "Good" condition
 - Percentage of NHS bridge deck area in "Poor" condition

Federal Performance Measure	Baseline	2020 Target	2022 Target
Pavement Condition			
Percentage of Interstate Highway pavement in "Good" condition	--	--	66.4%
Percentage of Interstate Highway pavement in "Poor" condition	--	--	0.3%
Percentage of non-Interstate Highway NHS pavement in "Good" condition	54.4%	52.0%	52.3%
Percentage of non-Interstate Highway NHS pavement in "Poor" condition	14.0%	14.3%	14.3%
Bridge Condition			
Percentage of NHS bridge deck area in "Good" condition	50.7%	50.6%	50.4%
Percentage of NHS bridge deck area in "Poor" condition	0.9%	0.8%	0.8%

System Performance and Freight (PM 3): adopted in November 2018

The MPO also adopt the following System Performance and Freight Performance Measures based on the Travel Time Reliability (TTR) Index on Interstate Highway, TTR index on Non-Interstate Highway, and Truck Travel Time Reliability (TTTR) Index.

Federal Performance Measure	Baseline	2020 Target	2022 Target
System Performance			
Travel Time Reliability Index on Interstate Highway	79.5%	61.2%	56.6%
Travel Time Reliability Index on non-Interstate Highway	--	--	50.0%
Freight			
Truck Travel Time Reliability Index	1.40%	1.70%	1.79%

Transit Asset Management Performance Target (TAM)

As part of the FAST Act, performance measures were incorporated for transit agencies, primarily through the Transit Asset Management (TAM) assessment and planning requirements. The Corpus Christi Regional Transportation Authority (RTA) TAM plan was developed to meet that the FTA's requirements. All assets owned

by RTA were examined using the Federal Transit Administration (FTA) Transit Economic Requirements Model (TERM) which uses a scale of one to five to determine the quality of the asset. The scale is as follows:

- 1 = Poor The asset is critically damaged or in need of immediate repair; well past useful life.
- 2 = Marginal Defective or deteriorated in need of replacement; exceeded useful life.
- 3 = Adequate Moderately deteriorated or defective; has not exceeded useful life.
- 4 = Good Good condition, no longer new, may be slightly defective/deteriorated but is functional.
- 5 = Excellent No visible defects, new or near new, may still be under warranty if applicable.

The RTA adopted the following performance targets and it was approved by the MPO Transportation Policy Committee in December 2018.

TAM Performance Targets		
Asset Class	Performance Measure	Target FY 2019
Non-Revenue Vehicles	Age	Target % should not exceed 6.82% or Useful Life Benchmark to maintain the SGR
Revenue Vehicle (Rolling Stock)	Mileage	Target % should not exceed 0.0 % or Useful Life Benchmark to maintain the SGR
Facilities	Condition	Target % should not exceed 15.38% or Useful Life Benchmark to maintain the SGR

The MPO will cooperatively work with the RTA to select transit projects that achieve these performance targets. The May Transportation Improvement Program (TIP) amendment is to add preventive maintenance projects in each year with \$1,000,000 budget to achieve the TAM performance targets.